

FORM 8-62

USE PREVIOUS EDITION

Approved For Release 2002/10/29 : CIA-RDP66B00664R000600060078-4

MFG. C-88

CLASSIFIED MESSAGE

DATE 1005Z 02 JUL 64

SECRET

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

PRIORITY

IN 86326

TOR 1215Z 02 JUL 64

TO

PRIORITY

INFO

CITE

1. THE MALFUNCTION CAUSING ABORT ON MSN 134C OCCURED TWO HOURS PLUS 21 MIN AFTER TAKE OFF. THE INDICATIONS TO THE PILOT WERE AS FOLLOWS:

- A. THE BATTERY DISCHARGE LIGHT ILLUMINATED FOR 5 SECONDS.
- B. THE LOADMETER SHOWED A STEADY .5
- C. THE OFF FLAG APPEARED ON THE GYRO HORIZON
- D. A RATHER BRISK LEFT WING AND NOSE DOWN MOMENT WAS INTRODUCED BY THE AUTO PILOT JUST PRIOR TO AN AUTOMATIC DISENGAGEMENT.
- E. THE PILOT LEVELED THE AIRCRAFT AND SELECTED NO. 2 INVERTER.
- F. THE LOADMETER RETURNED TO NORMAL .2 - .25
- G. AUTO PILOT ENGAGE KNOB WOULD TURN TO ON POSITION BUT NO AUTO PILOT FUNCTIONS WERE AVAILABLE. ALL OTHER INVERTER POWERED INSTRUMENTS EXCEPT AUTO PILOT OPERATED NORMAL ON NO. 2 INVERTER.
- H. MSN WAS ABORTED DUE TO AUTO PILOT.

2. AFTER THE AIRCRAFT LANDED MAINTENANCE INSPECTION REVEALED THE FOLLOWING:

SECRET

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GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A

[REDACTED] (IN 86326)

S E C R E T

PAGE TWO

A. THE AUTO PILOT YAW SYNCHRONIZER, P/N 83130-R492-2, WHICH IS A SEALED UNIT WAS FOUND SHORTED OUT. WHEN THE UNIT WAS REMOVED EITHER BROKEN OR LOOSE PARTS COULD BE DETECTED INSIDE WHEN THE SYNCHRONIZER WAS MOVED FROM SIDE TO SIDE. THIS SYNCHRONIZER IS A COMPONENT OF THE MAIN AMPLIFIER WHICH WAS INSTALLED 2.6 HRS PRIOR TO THIS FLIGHT. OPERATION WAS SATISFACTORY ON PRIOR SHAKEDOWN FLIGHT AND ON MSN 134C UNTIL LOOSE PARTS CAUSED A SHORT. WE HAVE NO WAY OF KNOWING HOW THE PARTS INSIDE WERE BROKEN OR BECAME LOOSE BUT SUSPECT ROUGH HANDLING. THIS UNIT HAS BEEN CARRIED AS A SPARE SINCE MARCH 64 AND HAS BEEN MOVED SEVERAL TIMES INCLUDING A VERY ROUGH TRUCK RIDE FROM [REDACTED]

25X1A

B. WE BELIEVE THAT THE EXCESSIVE ELECTRICAL LOAD AND FAILURE OF THE NO. 1 INVERTER WAS CAUSED BY THE SHORT IN THE YAW SHNCHRONIZER. 3. THE MAIN AUTO PILOT AMPLIFIER AND THE NO. 1 INVERTER HAVE BEEN REPLACED, AND BOTH UNITS INDICATE NORMAL OPERATION ON GROUND CHECKS.

END OF MESSAGE

S E C R E T